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Montana and the Sky

MDT Department of Transportation – Aeronautics Division Vol. 47 No. 9 September 1996

Yellowstone Family Fly-In

Nice weather, nice people, a beautiful place to camp, what could be better? Thank you for attending the West Yellowstone Annual Labor Day Family Fly-In.

The Density Altitude ground school lead by Jeanne Lesnik addressed the many hazards of "hot, humid and high." After the ground school, participants who wanted to test their abilities and the capabilities of their aircraft were invited to a Density Altitude Fly-Off. The pilots used the density altitude at 1530 (MST) in West Yellowstone, which was 10,000', and their Pilot Operators' Handbooks to computc the take-off roll and distance to climb a 50' obstacle. Theodolite experts Mike Ferguson, Montana Aeronautics Division, and Lanny Hanson, Glasgow, MT, were ready on the airport runway to measure the take-off with a 50' obstacle.

The density altitude clinic is always of interest, particularly at the Yellowstone Airport where the elevation is 6644'.

A tour of the USFS smoke jumper base was conducted. With the rash of recent forest fires, activity at the base was high.

Special thank you to:
Yellowstone Airport, Avis Rent A Car, Sky West and Doris's Cantina, all of whom provided some great prizes.

Results of the Density Altitude Fly Off

1. Byron Bayers, Twin Bridges, MT (21' off)
2. Chuck Henry, Phoenix, AZ (26' off)
3. Jim Novak, Anaconda, MT (50' off)
4. Leonard Koziol, Billings, MT (192' off)
5. Gary Olson, Amity, OR (275' off)

Oldest Pilot Award: Byron Bayers, flying for 43 years
Youngest Pilot Award: Bria Hanson, Glasgow, MT

Best Aircraft Restoration: N230AA Debonair
Oldest Aircraft: N45804 Luscumb
Best Antique: N987C Stinson

Furthest Traveled: The Vegas from Chandler, AZ

Administrator's Column

Broderick Finally Speaks Out: Former FAA Associate Administrator of Regulation and Certification, Anthony Broderick, who many Congressmen claim was "forced out" of office in a "knee jerk" reaction by the White House staff and DOT Secretary in the wake of the ValuJet accident, has publicly stated he feels the relationship between the FAA and DOT isn't working the way it was originally intended. Congress placed a footnote in the agency's charter that enabled the FAA Administrator to bypass the DOT Secretary in decisions affecting safety. "Decisions are influenced far more strongly by the secretary's office than Congress intended." DOT involvement is apparent down to the operational level of the agency and "the dilution of that delegation is very unfortunate." There are "tremendous budgetary pressures" in DOT. FAA must compete with other modes of transportation for its funding. Getting the FAA budget through DOT is "the big hurdle," not through the Office of Management and Budget as most envision. He called limited resources FAA's largest problem. Broderick said the conflict with FAA's dual mandate to promote safety and the industry is a "complete and total red herring." Although Broderick favors removing the promotion mandate, only to clear up public confusion, he said that eliminating promotion of the industry from FAA's charter would have "absolutely no effect" on the FAA. Nothing the FAA does relies on promotion. Broderick questioned the value of a proposal to add an intermodal department between the White House and FAA and stated that "there is no value added by (FAA) being part of DOT any longer."

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NATA Blasts FAA Reform Study: The National Air Transportation Association (NATA) vehemently disputes the results of a recent study on FAA reform conducted by the Aviation Foundation and the Institute of Public Policy at George Mason University. The study cites a long history of FAA ineffectiveness and poor management. Insisting that the FAA is incapable of learning from past mistakes, the study recommends scrapping the current aviation user fee tax structure (which funds about 75% of the FAA) and replacing it with new and increased aviation user fees. While James Coyne, President of NATA, concedes that many problems identified in the study need correcting, the answer is not to give them more money and that the current system of aviation excise taxes is not deficient. Coyne stated "The challenge facing Congress and the aviation industry today is not only how to pay for the FAA, but also how much! This report is little more than a lobbying tool, funded by supporters of user fees, designed to deceive the public into believing that it's fair and right to destroy a decades-old funding structure to fix problems that are due to politics and an entrenched bureaucracy." Coyne blasted the report noting, "This issue is not about funding the FAA, but fixing it. The real guts of the matter is whether common sense will prevail in spite of efforts like those of the Aviation Foundation to fool everyone into believing that more money from the industry's pocket is the answer."

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More Restrictions for Grand Canyon: The FAA is proposing more flight restrictions over the Grand Canyon National Park by increasing the dimensions of the Special Flight Rules Area (SFRA), increasing the altitude of the SFRA from 14,499 to 17,999 feet MSL and increasing from four to five flight-free zones covering 87% rather than 45% of the park area. Along with changing minimum altitudes within the flight corridors of 5000 feet MSL for commercial operations and 8500 feet for transient GA operations, developing three limited access caps for commercial operations within the park's airspace, establishing reporting requirements for commercial operators, and developing flight-free time curfews for summer and winter commercial operations. Coyne called on FAA Administrator Hinson to intercede to protect aviation interests in the region. Coyne stated to Hinson that "Although you

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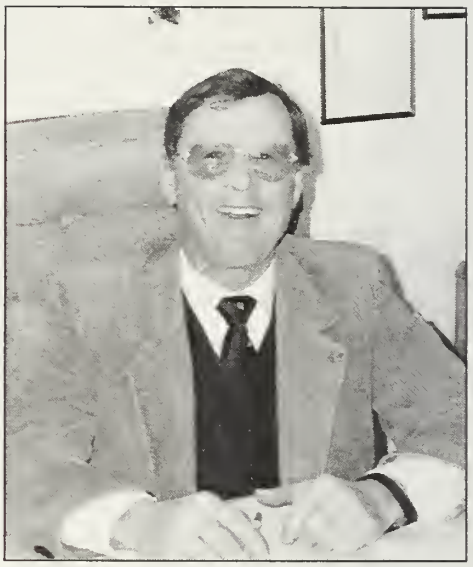

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Marc Racicot, Governor
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Michael D. Ferguson
Administrator

Aeronautics Board
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Videos Available

The Montana Aeronautics Division has the following recent additions to its film library.

Aircraft Icing—Enables pilots to understand cold weather general aviation operations, preflight preparation, meteorology, and how to cope with structural and induction system icing encounters in-flight

Weather, Flight Planning & the Pilot—Teaches how to choose the weather briefings that meet individual pilot's needs and how to accurately record and evaluate weather information.

Instrument Flying "By the Numbers"—This video teaches instrument pilots to have a plan, using the concept "power + attitude + configuration = Performance." It also uses ground school and flight demonstrations for the phases of flight; take off and initial climb, cruise climb, let down, initial approach, descent to minimums, level out at MDA and missed approach.

Weather Study Completed

The AOPA Air Safety Foundation has just released its groundbreaking 368-page study, *General Aviation Weather Accidents: an Analysis and Preventive Strategies*, the first comprehensive review of general aviation weather accidents. The study was funded by a major grant from the Flying Physicians Association.

The study offers a comprehensive list of recommendations including an educational supplement with training guidelines and an adverse weather checklist. Researchers spent more than a year examining 11 years of accident records and isolated 5,894 weather-related accidents from among the more than 22,000 general aviation accidents that occurred between 1982 and 1993.

Among the many findings:

- Low-time pilots most at risk
- Most weather accidents occur during day VFR conditions
- Thunderstorm accidents rare but deadly
- Carburetor icing a major problem
- VFR-into-IMC most deadly
- Instrument rating improves safety

The General Aviation Weather Accidents: An Analysis and Preventive Strategies is available for $24.95 through Sporty's Pilot Shop. Call 1-800-543-8633 to order.

Calendar

September 12–15—Reno Air Races.

September 20–22—Mountain Search Pilot Clinic, Kalispell.

September 21—MPA Board Meeting, 10 am, Aeronautics Division, Helena.

September 28—Aerotronics 5th Annual Open House, Billings.

February 27–March 1—Montana Aviation Conference, Holiday Inn, Missoula.

Administrator, cont.

are being manipulated by the Secretary of Transportation, you have an obligation not to allow aviation to be ruined by what is obviously motivated by President Clinton's re-election campaign. Secretaries Babbit, and especially Pena, are in gross dereliction of their duties to act responsibly." Coyne cited the proposal as being discriminatory against millions of elderly and handicapped Americans who can only see the beauty of the park by air and threatening the safety of others who will be forced to travel the narrow roads instead of being in the safety of controlled airspace. Coyne reminded Hinson that the Grand Canyon is not the backyard for the environmental lobby. He pleaded with Hinson, "You must stand up for the millions of visitors and thousands of aviation businesses who depend on air commerce in and around Grand Canyon. How can any American ever have confidence in the FAA if its initiatives are controlled by a President and Secretary of Transportation who are willing to violate safety for their political gain?" The FAA Notice of Proposed Rule Making (NPRM) comment period ends October 1, 1996. If you feel strongly about precedent setting flight rules for National Parks, you should send your comments to:

FAA, Office of the Chief Counsel
Attention: Rules Docket (ACG-200)
Docket No. 28537
800 Independence Ave. SW
Washington, DC 20591

EAA Oshkosh '96 Fast Facts

Total estimated attendance: Approximately 800,000

Total airplanes: 11,000

Total showplanes were 2,478 including:

633 Custom-builts	54 Rotorcraft	206 Contemporaries
133 Antiques	114 Seaplanes	451 Warbirds
650 Classics	25 Amphibians	188 Light Planes
5 Replicas	2 Gliders	1 Static

International visitors registered: 2,258 representing 78 nations

Media representatives: 1,054 from five continents

Commercial exhibitors: A record 748 displaying innovations from throughout the world of flight

Campers at EAA Camp Scholler: More than 39,000

Volunteers: Approximately 5,000 contributing nearly 200,000 hours of service

Economic impact: More than $80 million in Wisconsin

Aviation Career Awareness Week

The week of ACE Academy (Aviation Career Awareness) exposed 20 high school students to the opportunities of Montana aviation. Len Wheeler from the FAA and Jeanne Lesnik of Montana Aeronautics were treated to a week with Montana's finest students, from Helena, Colstrip, Lewistown, Thompson Falls, Geraldine, Fairview, Great Falls, Cascade and Turner.

One day was spent in Great Falls.We toured the National Air Guard Base, the fire station, the tower, flight service and spent time with Mercy Flight.

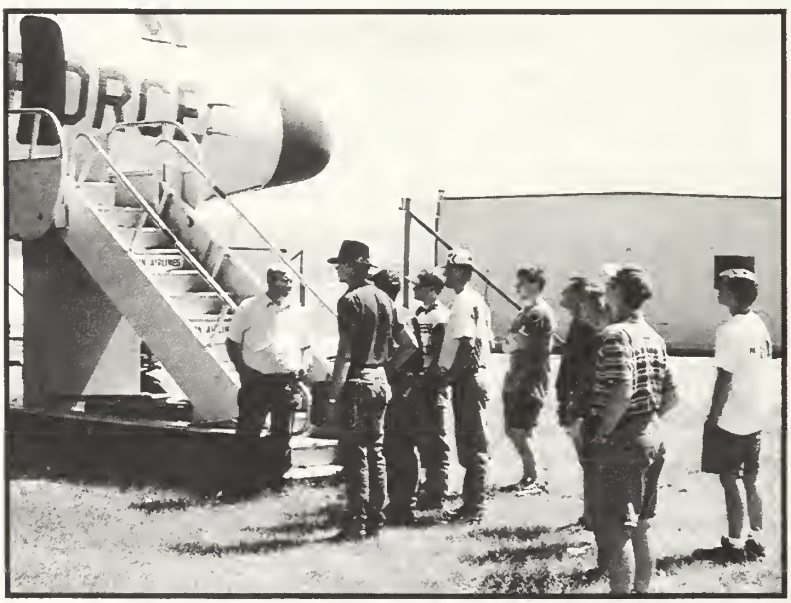
Above, survival skills are demonstrated and critiqued after students simulated many different injuries. At right, a highlight of the week was an early morning hot air balloon ride over the Helena valley.

On Wednesday the group traveled to Stemple Pass where Chuck Cunningham (USAF) from Fairchild Air Base gave all of us hands on Survival School.

Thursday, we traveled to Missoula for a tour of the Smoke Jumpers Facility, Neptune, Northstar, The Mountain Flying Museum, Washington Corporation, and a GPS presentation with Aerotronics.

On Friday we all soared high in a hot air balloon, went on Young Eagle Flights and went to the Army National Guard.

Not to forget our Airframe and Powerplant School orientation at the Helena College of Technology. What a fabulous week!



Aircraft located at the Helena College of Technology were opened and a tour conducted by Hal Keilman, aviation airframe and powerplant instructor at the college.

Preliminary Accident Report

On September 5, 1996, at 1220 MDT Montana Aeronautics Division was called by Great Falls Flight Service. Jeanne Lesnik took the call at 1157 MDT and was informed an aircraft went off SLC radar. The aircraft, a Cessna 340, was on an IFR flight plan and the last position given to us was (off the CPN VOR 211 radial at 27 NM) that the aircraft was going SW.

Jeanne called Mike O'Connell, District #13 Coordinator, at 1230 MDT. Mike immediately went to the BTM airport and was airborne on a route SAR. No ELT signal, weather obscured mountains, moderate turbulence, snow at 7,500'.

Jeanne called the Silver Bow and Beaverhead sheriff departments and both sent out ground SAR teams. Redge Meierhenry was now working with Jeanne at HLN SAR base.

Dillon contacted for SAR assistance, three aircraft/pilots with observers standing by for WX (winds 40KTS on the surface). Deer Lodge launched one plane with observers; Butte launched two planes with observers.

Requested Malmstrom helicopter unable to fly because of WX (thunderstorm). Requested Army National Guard (Huey, 58, and a Blackhawk) launched.

Updated position report (Shaw Mtn. in the Pioneer Range). SLC N-TAP last known position of aircraft 45'45"04N, 113'14"10W. BTM WX SP 1839z Wind 310@15 Vis. 15 thundershower L/rain occl. lighting in clouds altimeter 29.82.

All aircraft safely on ground at 2030 MDT, negative find, negative ELT. Remarks: MTNS terrain, no roads, heavy timber, snow, mod. turb. Ground crews from Beaverhead SAR stayed the night on Shaw Mountain to resume search at first light.

0600MDT September 6, 1996—Jeanne requested Malmstrom helicopter because of terrain and dense timber. Aircraft/pilots with observers in search grids: Dillon-2, Deer Lodge-2, Butte-1, Ennis-1, Helena-3, and many on standby. Malmstrom was approved and in the search area by 1000 MDT. Aircraft wreckage found by Malmstrom shortly after 1030MDT. One fatality. Pilot was the only one on board.

GATE to the United States

US Customs Commissioner George Weise announced at Oshkosh that the General Aviation Telephonic Entry (GATE) program, a method of clearing customs when arriving in the United States from Canada, will be implemented on November 4.

The GATE program is nearly identical to Canpass, a Canadian program initiated to allow US general aviation airplanes and their passengers to enter Canada at any time, and at almost any airport, without having to meet a customs official.

As in Canpass, GATE users will simply call a toll-free number, three to 72 hours before their planned arrival in the States, to receive an entry number. Upon landing, the occupants are allowed to deplane and leave the airport no earlier than the estimated time of arrival. Random inspections may take place upon arrival at the destination. For more information, call your nearest US Customs point of entry office.

Oops!

The area code for the Mullan Pass (MLP) ASOS as reported in the July issue of the newsletter is NOT (406). The correct area code is (208). To telephone the ASOS weather station, call (208)744-1721 or (208)744-1722, and a recorded message will relay the weather. Sorry for any inconvenience.

Frank parts with Warbird

At left, Frank Bass of Moore, MT sold his L-5 Stinson Warbird while attending the EAA Oshkosh Convention.

Lanny Hanson of Glasgow flew the Warbird to Oshkosh for Frank and puts the "final touches" to the aircraft before it is placed on display for sale. The warbird will reside with it's proud, new owner in Georgia.

Northwest Mountain Family Fly-In, Driggs, Idaho

The family fly-in was a great success with beautiful weather, a very supportive community of Driggs, the hard work of the FAA and of course the pilots and the airplanes (over 125 airplanes).

The speakers were first rate; Sparky Imeson on "Mountain Flying," "GPS" by AOPA, "Density Altitude" by Jeanne Lesnik, Montana Aeronautics, and Tim Peterson, Idaho Aeronautics, "Flying Idaho" by Dick Williams and METAR-TAF by Candace Hardt-FAA Flight Service, were just a few of the three-day sessions available.

Saturday night's banquet speaker, Captain Al Haynes-United Air Lines, gave an amazing presentation, "The Plight of United 232. To top it off, the door prizes included six GPSs.

Thank you to the Northwest FAA, Montana and Idaho Aeronautics, and to the community of Driggs.

Staff from the FAA office in Oklahoma City, OK, traveled to Driggs with their vertigon machine. Mike Ferguson tries his hand at the controls ...

Air Travel Safety Facts

- Flying remains the safest mode of transportation in our nation, and our aviation system is the safest in the world. Each day US carriers transport 1.5 million passengers to their destinations. Federal Aviation Administration safety inspectors perform more than 1,000 inspections every day.
- A passenger's risk of fatal injury on a US commercial jet is 1 in 11 million flights, the equivalent of traveling on two flights a day for 7,500 years without a fatal injury.
- From 1979–1994 there was an average of one airline accident with fatalities for every 1.8 million flights operated by the major US airlines.
- From 1989–1994, of the five and a half billion passengers carried by 85 major airlines throughout the world, there were fewer than 2,000 fatalities, slightly less than one person per 2.7 million per enplaned passengers. The rate for US carriers is one per 7.5 million passengers.
- US air travel is 30 times safer than travel on our interstate highways, and our highways are the safest in the world.
- In a typical three month period, more people die on the nation's highways than have died in all the accidents in the history of US commercial aviation.
- In a year in which 200 Americans lose their lives in airline accidents, you are 209 times more likely to die in an auto accident, 109 times more likely to be murdered, 64 times more likely to die in a fall, 32 times more likely to be poisoned, 12 times more likely to die in the course of medical treatment, 14 times more likely to die from choking on food, and 3 times more likely to die from falling objects.
- Passengers are almost 100 times safer flying on a regional airline airplane than making the same trip by car.

The World Wide Web

By: Redge Meierhenry

There are a growing number of aviation-related web sites. Beginning with this issue, we will catalog for you those sites that are connected to aviation in some way and might be of interest to you.

As you "surf" the net and find sites not listed here, please pass them on to us. You can call the office or use e-mail. My address is U5936@sparki.mdt.mt.gov.

A fun and useful method of discovering new aviation sites is to use the on-line search engines such as:

Alta Vista—
(http://www.altavista.digital.com/)
Yahoo—(http://www.yahoo.com)
Lycos—(http://www.lycos.com/)
Web Crawler —
(http://www.webcrawler.com/).

Some aviation related sites are listed below.

All Uniform Resource Locator (URL's) addresses begin with "http://".

Montana Aeronautics Division web site is under construction. When complete it will have airport graphics and the latest Standards Review.
www.mdt.mt.gov/aeronaut/aeronaut.htm

Helena Flight Standards District Office—Lots of aviation links and e-mail.
home.sprynet.com/sprynet/hlnfsdo/

National Association of State Aviation Officials—5010 Database Access. Database contains airport general information, services and facilities available, based aircraft, operations and runway data.
www.nasao.org/

Aviation Web—Aviation events, databases, etc.,www.avweb.com

NASA's Aviation Safety Reporting System (ASRS)—
www-afo.arc.nasa.gov/ASRS/ASRS.html

FAA Headquarters—
From the Home Page provides numerous links to other FAA divisions. Some of these are Accident Investigations, Aircraft Certification, Airport Planning and Programming, Flight Standards, Aviation Medicine, Communications, Navigation and Surveillance Systems, Regulation and Certification, System Capacity, etc., www.faa.gov/

Also from the FAA Server is an excellent listing and links to other non-FAA web sites. See exclusive list of links. Access this directory at:
www.faa.gov/other.htm or from the FAA Home Page listed above.

Airports
- Amsterdam Airport Schiphol
- Atlanta International Airport
- Denver International Airport
- Frankfurt Airport
- Moscow Airport
- Nashville International Airport
- Norfolk Int'l Airport
- Ontario Int'l Airport (California)
- Portland Airport
- San Diego Int'l Airport
- San Jose Int'l Airport

Airlines
- Aer Lingus
- Air Canada
- AMR (American Airlines Parent)
- Austrian Airlines
- British Airways
- Canadian Airlines Int'l
- Cathay Pacific (USA)
- Federal Express
- Frontier Airlines
- KLM
- Lauda Air
- Lufthansa
- Mexican Airlines
- Northwest Airlines
- TWA
- United Parcel Service
- United Airlines

Education
- Embry-Riddle Aeronautical University's Campus
- Florida Institute of Technology School of Aeronautics
- Parks College, St. Louis University
- Florida Institute of Technology Flight Dept.
- Southern Illinois University at Carbondale Aviation Programs
- St. Cloud State University Aviation Home Page
- University of Illinois-Willard Airport, Institute of Aviation
- Andrews University, Aviation Technology Dept.
- Aviation at Ohio State University
- Purdue University, Dept. of Aeronautics and Astronautics
- Western Michigan University, School of Aviation Sciences

General Aviation
- General Aviation Archives
- General Aviation Information
- General Aviation Servers

Organizations
- Air Transport Association
- Aircraft Owners and Pilots Association
- American Assoc. of Airport Executives
- Experimental Aircraft Association
- Federation Aeronautique Internationale (FAI)
- National Air Traffic Controllers Association
- National Business Aircraft Association
- Regional Airline Association
- Soaring Society of America
- More Groups & Organizations

Weather
- Weather Net
- Intellicast@Weather
- Global Weather image (large file!)
- Purdue Weather Processor
- Weather World
- METAR/TAF Weather Format
- The World-Wide Web Virtual Library: Aviation/Weather

Miscellaneous Sites
- The Aviation Home Page
- The World-Wide Web Virtual Library: Aviation
- Aviation Image Archives (Harvard)
- More Aviation Images (WWW.Flight.Com)
- Aviation Museum Locator
- Aviation Publications
- International Aviation Events Calendar
- Entertainment: Aviation
- European WWW Aviation Server
- Business: Corporations: Aerospace
- The Global Positioning System (GPS)
- Aviation Enthusiast corner
- WWW.Flight.Com
- Pilot/Controller Glossary

Whirly Girl Scholarships 1997

Whirly-Girls Helicopter Flight Training Scholarship—This scholarship is to assist a licensed female pilot in obtaining an additional Rotorcraft Helicopter Rating. Applicant must possess a current airplane, glider or balloon rating, and a current medical. The award will be for $4500.

Doris Mullen Memorial Scholarship—This scholarship is awarded to a member in good standing of the Whirly-Girls for an advanced certificate, rating, or specialized training. The award will be for $4500.

Bell Helicopter Whirly-Girl Scholarship—This scholarship is awarded to a member in good standing of the Whirly-Girls to obtain a Bell 206 Turbine Transition. The training will include ground school and 5 hours of flight training. It will be conducted at the Bell Helicopter Customer Training Academy in Forth Worth, Texas.

Pritchard Corporate Air Service Inc., Lend a Hand Scholarship, Novato, CA—This scholarship is awarded to a licensed female pilot to obtain a Commercial Rotorcraft Helicopter Additional Rating, and Certified Flight Instructor Rating. It will be an intensive 18-month program that anticipates all training and certificates to be completed in one year, followed by a minimum of 6 months employment as a flight instructor for Pritchard Air Service. This will require a relocation to Novato, California for the 18 month period.

Restrictions:

You may apply for only ONE Scholarship per year. All scholarships must be completed in one year.

The application for the 1997 scholarships are available now. The deadline for the return of the applications will be November 15, 1996.

Please see information below to write, call or fax, to receive a scholarship packet.

Charlotte Kelley, #21
President, Whirly-Girls Scholarship Fund
Executive Towers 10-D
207 West Clarendon Ave.
Phoenix, AZ 85013
phone 602-263-0190 ; or
fax 602-264-5812.

US GPS Policy Signed

On March 29, President Clinton signed a Presidential Decision Directive (PDD) announcing a comprehensive national policy on the management and use of the US Global Positioning System (GPS) and related augmentation systems. The PDD states that the US will terminate the current practice of degrading civil GPS signals (Selective Availability) within the next decade, thus providing a more precise navigation signal for commercial and civilian users of GPS. The PDD reaffirms the US commitment to providing, for the foreseeable future, GPS services that are free of direct user charges to the international civil aviation community and other peaceful users of radio navigation and positioning systems throughout the world.

September 1996

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